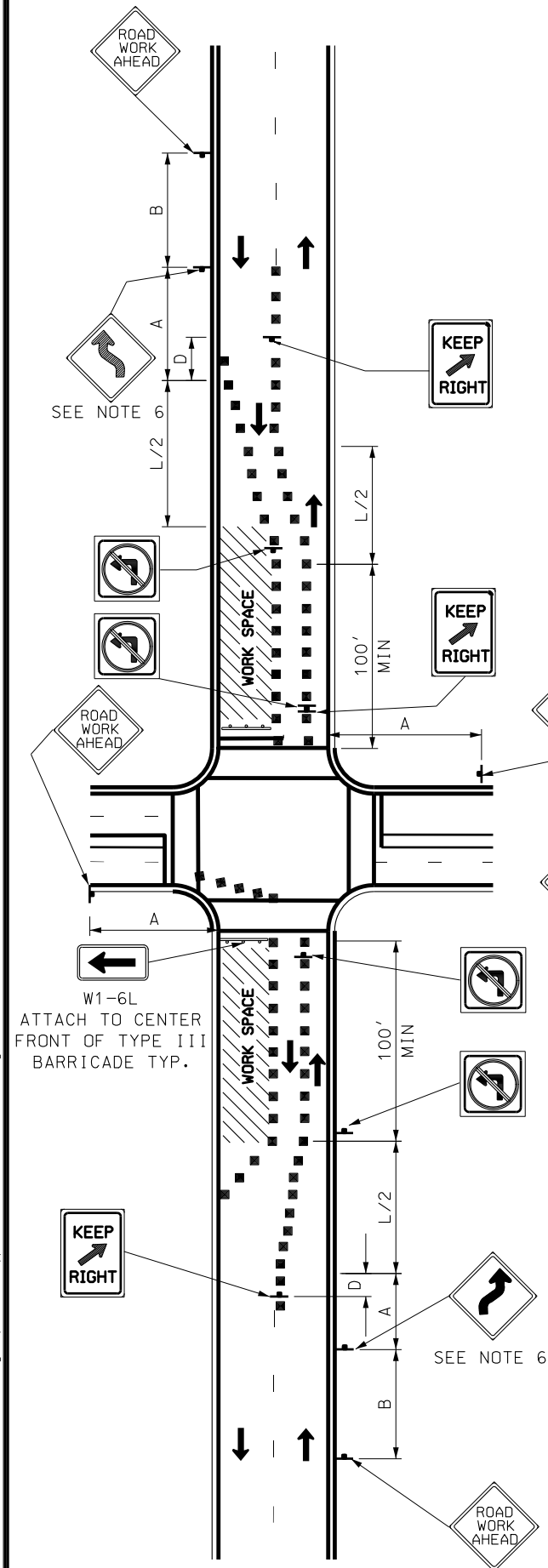


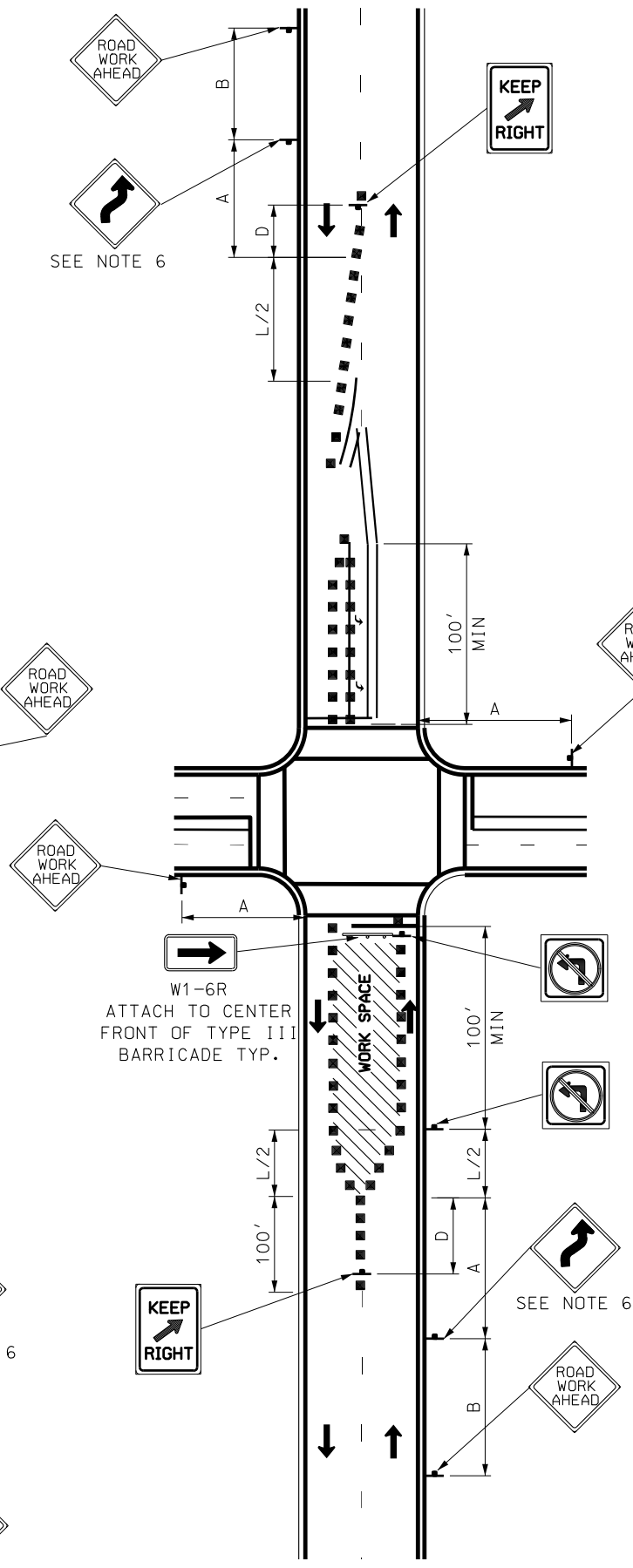
LANE SHIFT FOR URBAN INTERSECTIONS

NOTES:

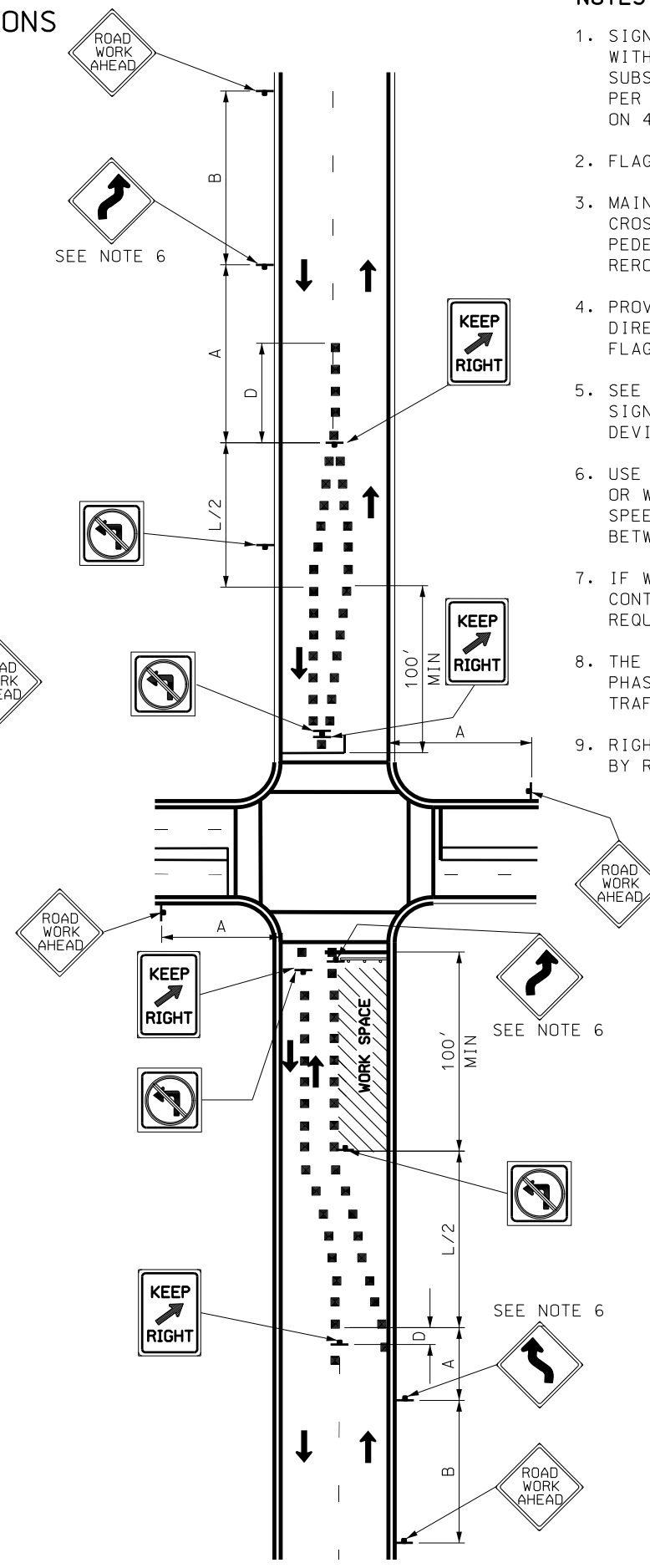
1. SIGNING AND DEVICES SHOWN FOR 2 LANE ROADWAY WITH NO REDUCTION IN NUMBER OF LANES. SUBSTITUTE ADVANCE SIGNING AND DEVICES AS PER TYPICAL LANE CLOSURE. FOR LANE REDUCTION ON 4 LANES OR GREATER SEE STD DWG TC 8.
2. FLAGGING IS OPTIONAL WITH LANE CLOSURE.
3. MAINTAIN PEDESTRIAN TRAFFIC AT EXISTING CROSSWALKS AND ON EXISTING SIDEWALKS. WHEN PEDESTRIAN TRAFFIC CANNOT BE MAINTAINED REROUTE ACCORDING TO STD DWG TC 6.
4. PROVIDE A MINIMUM 10' TRAFFIC LANE IN EACH DIRECTION. IF THIS CANNOT BE DONE USE A FLAGGING OPERATION AS PER STD DWG TC 14
5. SEE STD DWG TC 4A FOR TAPER, BUFFER ZONE & SIGN SPACING CHART AND TRAFFIC CONTROL DEVICE LEGEND.
6. USE APPROPRIATE SIGN SERIES (W1-3, W1-4, OR W24-1 SERIES) BASED UPON THE UPSTREAM SPEED LIMIT AND THE TANGENT DISTANCE BETWEEN CURVES.
7. IF WORKING IN A SIGNALIZED INTERSECTION CONTACT REGION TRAFFIC ENGINEER FOR REQUIREMENTS FOR DETERMINING SIGNAL NEEDS.
8. THE USE OF LEFT TURNS UNDER SPLIT SIGNAL PHASING REQUIRES APPROVAL OF THE REGION TRAFFIC ENGINEER.
9. RIGHT TURNS MAY BE PROHIBITED WHEN APPROVED BY REGION TRAFFIC ENGINEER.



(DETAIL TC 5-1)



(DETAIL TC 5-2)



(DETAIL TC 5-3)

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

TRAFFIC CONTROL
URBAN INTERSECTION
WITH ROADWAYS UNDER
50 MPH

STD DWG
TC 5

RECOMMENDED FOR APPROVAL
SALT LAKE COUNTY
CHAIRMAN STANDARD COMMITTEE
APPROVED
DEPUTY DIRECTOR

JAN.01.2008
DATE
JAN.01.2008
DATE

REMARKS

NO. DATE APPR.